



MOTOR CAR GOSSIP

VON HAMM-YOUNG COMPANY SAYS LOZIER IS BECOMING POPULAR

Meadowbrook Roadsters in Demand—H. G. Smart Takes One in San Francisco—News and Notes from Gasoline Row

Among the big automobiles now being built the Lozier is fast becoming one of the most popular cars. The great racing stunts which the Lozier have performed in the last five years and the wonderful efficiency which the touring cars have given has brought them into great prominence. The Lozier has always built very characteristic models and have always shown a great deal of class in their designing. This year they are branching out with the left hand wheel steer and center control of gear shift and hand brake. This is a very drastic change and one which many of the other high class makers are beginning to follow, as its superiority over the right hand wheel steer and right hand gear and brake control is being manifested at all turns.

The von Hamm Young Co. who are agents for the Lozier car for the Hawaiian territory, delivered this week one of the popular Meadowbrook roadsters to Mr. H. G. Smart. Mr. Smart has taken delivery of this car in San Francisco and expects to do considerable touring through California before he returns to Honolulu.

The Meadowbrook runabout has been built to meet the large demand for a really looking two passenger car. The chassis is identical with the Lakewood and Briarcliffe models in all principal details, except that the gasoline tank and tires are carried on the platform back of the front seats. A side seat on the running board is provided for the chauffeur. The steering column of the Meadowbrook, like that of the Lakewood and Briarcliffe is longer than in the touring car and is placed at an angle which brings the steering wheel directly in front of the driver. The driving position is as comfortable as a seat in a big library chair. Stripped of fenders, the Meadowbrook is the Lozier model which has won so many notable victories in the

great races of the past 3 years.

The specifications of the big Lozier type for 1913 are as follows:

Motor: H. P. A. L. A. M. rating, 51, c.

Cylinders: 4 1/2 x 5 1/2 inches. Valves on opposite sides.

Ignition: Bosch double, two point, high tension magneto and storage battery.

Lubrication: Circulation trough system—automatically increasing oil level as throttle is opened.

Clutch: Multiple disc type, all steel disc in oil-bath case.

Transmission: Four speeds, selective type. Direct on third. Speed on high 60 miles per hour and upwards.

Rear axle—shaft drive, full floating type.

Brakes: All on rear wheels, equalizing bars and hand adjustable.

Springs: Semi-elliptic front, platform rear.

Front axle—single piece chrome nickel steel.

Gasoline tank—26 gallon capacity, pressure feed.

Frame—drop rear, bottle neck front. Alloy steel heat treated in lead.

Steering gear—specially constructed.

Wheels—36 x 4 1/2 front, 37 x 5 rear. Continental demountable rims, interchangeable front and rear.

Wheel base 131 inches, tread 56 inches.

The Lozier Motor Car Co. have gone into the small car class hot and heavy this year and are bringing out a 6 cylinder touring car for \$3250 f. o. b. factory. This is called the Model "L".

self seller. This is a wonderful car for the price. Think of it! A six cylinder Lozier car for \$3250 with the same high class workmanship and material as is in the big car. It is designed, built and guaranteed by the same organization that produces the only motor car in America which for eight

years has commanded and still commands a price of \$5000. The Lozier "Light Six" does not need an introduction filled with superlatives to prove that it is a good car.

Lozier products—bicycles, marine motors, motor boats and motor cars have all been noted for their high quality. The Lozier "Light Six" is no exception to the rule.

Dealers from coast to coast who have investigated the car thoroughly say it is the greatest motor car value they have ever seen and that it is a "self-seller." Many of these men have been in the automobile business since beginning in America. They are "men who know."

The Lozier "Light Six" meets a real demand in the motor world. A demand for a six cylinder car of ample power, maximum comfort, aristocratic appearance and recognized quality at a moderate price.

The popularity of the six cylinder car is admitted. Thousands of people are ready and waiting for a light six produced by manufacturers who have had a wide experience in designing and building cars. Good Looking Car.

Views from an angle the "Light Six" is a swell looking car. It has the distinctive radiator used on all Lozier cars, the graceful sloping hood and the symmetrical cowl. Also the substantial windshield and the bullet electric headlights and dash lamps.

The rear view shows the wide bonnet which seats three passengers comfortably, the patent tire carrier, from which a tire can be removed in a few seconds; the platform spring and the gasoline tank, with automatic gauge showing the exact supply of gasoline.

The seats in this car have 10 in. cushions and high backs with 8 in. upholstery. These comfortable seats, the platform spring in the rear and the long spring in front, coupled with the perfect balance of the whole car, make the Lozier "Light Six" one of the easiest riding cars which has ever been produced.

The specifications of the new little six Lozier are as follows:

Motor—38 h. p., developing more than 50 actual brake horse power. Six cylinders, 36 x 5 1/2 inches. "L" Head. Cast iron block. Motor, clutch and transmission, unit system, special suspension.

Ignition—Bosch magneto. Dual system.

Lubrication—Force feed for crank shaft bearings. Splash for connecting

rod bearings. Separate troughs under each connecting rod.

Clutch—Multiple disc type.

Transmission—Selective, three speeds forward, one reverse.

Rear Axle—floating type, differential in pressed steel housings.

Brakes—Two brakes, both rear wheel expanding internal, 14 in. diameter.

Springs—Semi-elliptic front, platform rear.

Front Axle—I-beam dropped forged. Gasoline Tank—20 gallons capacity, suspended in rear. Pressure feed.

Steering Gear—Worm and gear type, irreversible.

Wheels—Regular wood artillery type—10 spokes front and 12 rear.

Tires—36 x 4 1/2 front and rear. Demountable and Q. D. rims.

Wheel Base—127 1/2 inches.

Tread—56 inches.

Equipment—Gray and Davis electric starter and electric lighting system complete, Warner speedometer. Electric horn, clock, top windshield, patent tire carrier in rear, extra rim, robe rail, foot rest and tool-kitt.

Finish—Nickel trimmings.

Color—Standard Lozier Blue.

The steamer Wilhelmine is expected to bring to the von Hamm-Young Co. on her next trip down here, one of the wonderful Lozier "72" cars.

The arrival of this car is awaited with a great deal of interest, and it will probably create a great sensation in the automobile world when it does come.

FREE TREES FOR THE ARBOR-DAY PLANTING

Free trees for planting on Arbor Day, November 5, may be had on application by any person desiring to plant them, to the Government Nursery, King street, Honolulu, or to the sub-nurseries at Hilo, Hawaii, and Honomae, Kauai.

Applicants may apply by letter, post or personally, to Brother Matthias Newell, in charge of the Honolulu nursery, or to Walter McBryde, in charge of the sub-nurseries on Kauai, and from there not to exceed twenty-four in number, may be had, the applicants to provide containers in which the shrubs shall be packed.

The following varieties of three may be had: Blue Gum, Lemon Gum, Swamp Mahogany, Ironwood, Monkey-pod, Silk Oak, Sugi (Japanese Cedar), Monterey Cypress, Royal Poinciana, Ping and White Shower, Pink Shower, Golden Shower, Jacaranda, Yellow Poinciana and Pepper Tree.

Lieut. Blanco, a French military aviator, was instantly killed when

thrown 1200 feet to the ground. One of the wings of his monoplane broke. The villa of Napoleon on the Isle of Elba, which was recently purchased at auction by Marchese Ruspoli, for \$50,000, may be again sold on the ground that it went for too low a price. Under Italian law, an auction sale is not consummated for fifteen days.

SPORTS

PUNAHOU - MCKINLEY GAME

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smooth working machines.

Both teams have suffered to some extent from the loss of last year's veterans by graduation or otherwise, but from the ranks of the incoming Freshmen and the classmen have been culled the nucleus of two strong aggregations.

Both McKinley's line and backfield are outweighed by Punahou, the High's line being about 150 pounds Punahou averaging 152 pounds. McKinley's backfield is 145 pounds, while that of Punahou is 155. But it will not be so much the weight of the teams that will count but the speed is the thing. During the first part of the season, the High's line was pretty slow, but this difficulty has been overcome and the lines of the two teams are evenly matched.

The headwork of the Punahou team is done largely by Capt. Schuman, who holds down the position of quarterback. Hitchcock does the punting and McKinley holds the center of the line. For the Highs, Brahm boots the pigskin and Melin will be back in his old position of quarterback. Cassidy is another man expected to do great work for the Highs. This is Cassidy's first real introduction to football, although he has seen some of the game before the season last year, but was unfortunately out of the game due to an injury which he received.

The students from each school who form the noise part of the game, are on the field in full force to cheer their teams on to victory.

The place Alexander Field at three o'clock.

KEEP SCHOOLS CLEAN

The Boys Should Be Warned Against Professionalism, Says Leader

NEW YORK, Oct. 7.—James E. Sullivan, president of the metropolitan association of the A. A. N. and a great friend of schoolboy athletes, has issued a warning to schoolboys to keep their schools clean. Sullivan recently stated that the idea of amateurism is untenable so long as we intend to make athletics the great force that they are in this country today.

"To maintain any such idea as that which has been advanced about school-boys taking money for Sunday games is all wrong," said Mr. Sullivan emphatically. "It's going back that's all. The idea is just this: There must be a sharp dividing line between the professional and the amateur and it must not be transgressed so much as one inch."

"The best reply that I have ever seen to such a proposition was published in the 'Harvard Lampoon,' when some one wrote a letter and asked why a student should not be allowed to play ball for money when he could earn something from law, music and the like. It is said that literature, music, languages, architecture and the like were business occupations and were to be the professions of those who studied. Therefore it is only right and natural that they should yield money. Go ahead and realize all you can from them. Athletics, however, are our play, and they must be kept for such. The line between the amateur and the professional must be sharp. For Recreation Only."

"This does not mean that the professional is any better than the amateur, for sometimes he is not so good, but simply that athletics must be reserved for recreation."

"Here is the wicked feature of this thing: Suppose a boy takes \$5 for pitching a game of ball on Sunday; what's to prevent him from taking \$10 to \$20. That's what the good semi-professionals get for a game of ball, and I tell you that once you break down the barrier there will be no stopping and all branches of athletics will be filled up with professionals. There then can be no means of limiting the thing, and that's where the real evil lies."

"If they want to have professional teams in the schools, let them; but they must brand them as such and have them play only among themselves. There can be no objection to that except that I think that it is backsliding pretty far and I would regret such a thing. But to have professionals play with amateurs is to promote deception and is not to be countenanced."

"One of the greatest benefits of school athletics, when properly conducted, is to teach boys upright ways of living and to like manly sport. That is impossible under such conditions as are suggested, and I am sorry to hear them brought forth. It is the same as advising boys to break the rules."

Rely on the Schools.

"I understand that the advocates of this proposition know that they would have to begin at the top and go to Yale, Harvard, Columbia, Princeton and all the other big universities and persuade them to admit boys in good standing who had played for money. You see, if a boy should take \$5 for playing a game of ball he would

NAVY ELEVEN

(Continued from page 9.)

"The question of a plebe team is a little different from that of the freshman organizations at other schools," said Lieutenant Howard, "for we allow our entering classmen to play on the varsity team, whereas the college freshman is not eligible to the varsity."

"I have sixty men in the fourth class who want to come out for the varsity team, but I won't be able to handle them all. There are ten who look promising and they will probably have an opportunity to show whether they are of varsity caliber. My present idea is to keep about ten plebes on the varsity squad all autumn, and keep a squad of about forty plebes, as such, in the field. From this lot I can pick the plebe team and if a man plays exceptional football I will give him a chance on the varsity squad and send some fourth class man back to the plebe squad."

"The plebe team plays three outside games—against the Gettysburg Reserve, Tomie School and Williamson School. Some day we may be able to meet freshmen teams from the colleges, but at present I don't think it would be practicable."

Lieutenant Howard has forty men hammering away at one another now, and although they hope to defeat every team that faces them, their ultimate object is to rout the aggregation that will go from West Point to Philadelphia on November 30 with the sole object of annihilating the salt water players on Franklin Field.

Both Navy and Army football men fight to the finish. This is true of any team in varying degrees, but it is no discredit to the others to say that these two teams, which represent the acme of sportsmanlike fighting spirit, it has come to be generally conceded that the Army-Navy football game is the event of the sporting year which carries with it the greatest rivalry.

One may perhaps see better football played at the Yale-Harvard or the Harvard-Yale games, and those teams at the climax of the season may be superior as football machines to Army-Navy or West Point, but even in these classic events there is not the spirit of rivalry nor the determination to do or die that there is in the Army-Navy game.

The fact that members of the President's family, if not the President himself, the Secretary of War and the Navy scores of men high in the army and navy, and, of course, hundreds of pretty girls attend the game adds to the spirit of the affair. Differences Between the Old and New Styles.

At Annapolis there are many evidences of this spirit. The Navy backs charge like mad. Rhodes and Nichols and McReaver are hard to stop when they have the ball. There is no hint of hesitancy when a tackle dives for them. The two men crash together like weights hurled by catapults, and it takes a strong man to hold the backs, even when he has his arms locked around their legs and his shoulders jammed against the lever age point at their waists.

It looks mighty unhealthy to stand in the path of the 175 pounds of bone and muscle charging at the rate of 10 yards in about ten flat. Many a West Pointer will testify to that after last year's experiences.

As nearly as can be told at this early stage of the game, the Navy line looks in practice as if it might be about as pregame as armor plate. In the case of a forward pass when the team plays in open formation the men seem to be everywhere—where the ball is, in particular. When it comes to line bucking Brown, Redman, Howe and Ralston close up so that you couldn't pry the small end of a marlin spike between them, and it is going to be hard to break the formation. The backs close in with a crash calculated to knock the whole mass backward and throw the runner for a loss. Lieutenant Howard is alive to the changes in play which the new rules promise to bring about.

would forever be barred from amateur sport.

"At the Olympic games they ask us where we get our fine athletes and the answer is that we train them from the time they enter the elementary schools. They don't do that in Europe. Here we have an army of thousands of lads in the schools, some of whom are sure to be members of the Olympic team at Berlin in 1916. Wouldn't it be a shame, to have them barred for any such reason, as that? Other countries wouldn't allow them. The idea of amateur sport now are unanimous throughout the civilized world. The different nations may have peculiar ideas about what should be accepted as prizes and what should be considered expense money, but they all agree in the law that no amateur shall accept money."

"This thing comes up every year and I have been fighting it for thirty-five years. I hope I can make it clear that the principle is wrong. I have no doubt that those who advance the proposition are entirely sincere and that they really wish to benefit sport. Every teacher of physical training in the public schools should be made to take an examination on the rules of sport, and it should be his duty every day to explain them to the boys and to tell them what they must not do in order to avoid violation of the rules."

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1913

Center Control



Touring Cars, Five Models, \$5000

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Center control logically follows left-hand drive, and is sure to become standard on all American motor cars. Center control as adopted by Lozier for 1913 eliminates the one great objection to the popular fore-door body.

The first fore-door car built in America was the Lozier Lakewood, now in its fourth successful season. This innovation in design met with the instant approval of the public and fore-door bodies are now standard on all open cars, in spite of the fact that manufacturers have never been able to perfect a fore-door body on a right-hand drive car, because of the position of the control levers.

The adoption of left-hand drive on the 1913 Lozier has made it possible to place the gear-shifting and emergency brake levers in the center of the car, in a position convenient to the driver and at the same time, entirely out of the way of occupants of both front seats. The bug-bear of the body designer has been eliminated.

The accompanying illustration will give you only a general idea of the beautiful Lozier fore-door bodies. You must see the car itself to appreciate its good looks; you must ride in it to realize how far it is ahead of other motor car mechanisms.

In the Type 72 1913 Lozier you get Left-Hand Drive, Center Control, Automatic-Level Oiling System, Double Magneto with Triple Ignition, a Six-Cylinder Motor which develops more than 80 actual horse-power—and all the other features which have led men who have owned many makes of cars—"Men Who Know"—to call the Lozier the best car built in America.

It's really worth your while to investigate this remarkable car. See it at our salesrooms and arrange for a demonstration. 32-page catalog on request

Von Hamm-Young Co., Ltd., Agents